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COUNTRY Soviet Zone of Germany

REPORT NO. [REDACTED]

TOPIC Strausberg AirfieldEVALUATION See below

PLACE OBTAINED [REDACTED]

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DATE OF CONTENT [REDACTED]

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DATE PREPARED

1 August 1950

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ENCLOSURES (NO. & TYPE)

1 - SKETCH ON A110

REMARKS

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 letter of 16 October 1978 from the
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1. Thirty-six twin-engine planes were parked south of the buildings on the northern edge of the Strausberg (N 53/V 15) airfield on 2 June 1950. One plane was a DC-3 and the others were twin-engine low-wing monoplanes with in-line engines and double rudder assemblies. (1) Their engines and cockpits were covered with tarpaulins. It was noticed that about every fourth plane had a longer, but also covered, cockpit. (2) The weather was fair but there was no flying between 1 and 6 p.m.
2. Between 2 and 3:30 p.m. individual twin-engine planes were seen 6 to 8 kms to the north at an altitude of about 1,200 meters. They released individual bombs. (3)
3. Construction work was not seen. There was no runway. (4)
4. On 3 June 1950 thirteen low-wing monoplanes with two in-line engines and gray-green paint were parked south of the serviceable hangars, and 20 planes of the same type west of the destroyed hangars. The noses, engines and cockpits were covered with tarpaulins. (1)
5. The sky was clear between 9 a.m. and 3 p.m. but no twin-engine low-wing monoplanes were in the air. Only one U-2 biplane, towing a sleeve target, made local flights at an altitude of about 300 meters. A machine gun emplaced on

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the ground practiced firing at the sleeve target.

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7. About 40 twin-engine planes with double rudder assemblies, and twin-engine transports with two in-line engines and single rudder assemblies, were standing at the field on 7 June 1950. (1) The weather was favorable between 3 and 5 p.m., but there was no flying.

8. Among the twin-engine planes with double rudder assemblies which were seen at a distance of about 100 meters, were planes with one and two cockpits. Both types were definitely low-wing mono-planes with in-line engines and noses of apparently the same shape, which were not plexiglass. (2) Yellow and red propeller hubs, projecting slightly beyond the wings, were seen.

9. Grading work was completed on the southern edge of the field. The landing field was improved and possibly slightly enlarged, and narrow-gauge railroad tracks were still piled there. (4)

10. Repair work was being done on the approach road. Truck

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went to the field.

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11. Thirty-eight twin-engine planes of the type previously observed were counted at the field on 8 June 1950. The weather was fair between 11 a.m. and 3:30 p.m. but there was no flying. Eight planes had blue double rudder assemblies. (6) They had an antenna rod forward of the cockpit. On top of the rod was a shell-shaped bulge open to the front. There was little activity at the field. Passenger cars left the airfield. The approach road was being paved. Local residents said that large quantities of gasoline and bombs had arrived at night during the week of 21 to 27 May 1950. No changes were noticed at the ammunition dump. (7)

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12. Eight railroad tank cars arrived at the field on 23 May 1950. (7) Since that date flying activity has been increased. Take-offs were usually made at 4:30 a.m. Releasing of bombs and formation flying was practiced. There was no activity on 28 and 29 May 1950, Whitsuntide.

13. Small-scale grading work was being done on the southern edge of the field. (4) Almost all of the bombs which had been lying outside of the buildings near the ammunition dump on the eastern edge of the field, were removed. The field was occupied by about 30 Pe-2s. The arrival or transfer of personnel was not observed. (1)

14. A twin-engine plane from the field, which had crashed and was lying upside down near Giedsdorf (N 53/V 16), was examined in early June 1950. The type plates had disappeared. A wing was 6 meters long, the elevators 2 meters long and the dive brakes

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between 1.2 and 1.5 meters long. The 12-cylinder, V-engines had an exhaust collector. The retractable tail wheel was mounted slightly forward of the elevator assembly. The plane had a belly turret, with a twin-barreled, flexible machine gun between the wings and the rudder assembly. There was a window on both sides of the fuselage, in line with this gun mount. (8)

15. The occupation of the field was unchanged on 12 and 13 June 1950. No flights were made. Jeep [] and trucks [] were seen.

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16. All planes stationed at the field made formation flights between 5:30 and 6:30 a.m. on 14 June 1950.
17. Flights, including formation flying with eight planes, were made all day on 15 June 1950. Two single-engine fighters or ground attack planes, apparently on patrol flights, were seen for the first time. They flew over the town every 5 to 10 minutes, up to 7:30 p.m. but did not land at the field(9).
18. There was no flying on 16 June 1950. Individual flights were made in the morning of 17 June 1950.
19. Supply shipments arriving and leaving the air force depot decreased slightly in early June 1950. Most of the motor vehicle traffic at the depot was in the evening or at night.
20. A radio station, assigned to the airfield, consisted of two wooden buildings and a braced tower about 12 meters high. It was at the northwestern exit of Gieltsdorf. From the tower one wire led to a power transmission line, and several antennas, running through rings about 10 cm in diameter, led to one of the buildings. (10).

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[] Comments.

- (1) [] generally agree on the occupation of the airfield by about 40 planes. One bomber regiment is still believed stationed there.
- (2) The aircraft type observed cannot be identified. Two versions of twin-engine PE-2s, possibly PE-3s also, have so far been seen at the field. The two types differ mainly in the shape of the cockpit. It is noteworthy that both types allegedly have no plexiglass noses.
- (3) Bombing was probably made over the Proetzeler Forest which is known as a bombing range for the planes stationed in Strausberg. []

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(4) Construction work, apparently grading, is being done in a section of the landing field. Expansion work was not observed.

(5) [redacted] 25X1

[redacted] 25X1

[redacted] 25X1

(6) The information that the rudder assemblies were painted blue is received for the first time. In Strausberg only different colors on propeller hubs have been observed.

(7) The arrival of gasoline was reported [redacted] It cannot be determined whether these fuel shipments are unusual, or whether they merely meet normal requirements. 25X1

(8) The plane was apparently a PE-2. A twin-barreled machine gun in the belly turret is reported for the first time.

(9) The fighters are not stationed in Strausberg. The information that fighters or ground attack planes continually fly over Strausberg has not been confirmed. 25X1

(10) The radio station was previously reported. [redacted] It is not known which air force unit is stationed in Gieltsdorf but it is possibly the headquarters of a bomber regiment. A similar radio station is south of Hirschfelde, east of the Werneuchen airfield. [redacted] For sketch of the radio station see Annex. 25X1

1. Annex: Radio Station at Strausberg Airfield.

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